



*Venice of America*

CITY OF  
**FORT LAUDERDALE**

**AVIATION ADVISORY BOARD**  
**Fort Lauderdale Executive Airport**  
**Administrative Office-Multipurpose Room**  
**6000 NW 21 Avenue**  
**Fort Lauderdale, FL**  
**Thursday, December 7, 2006, 1:30 p.m.**

Cumulative Attendance  
1/06 – 12/06

<u>Board Members</u>	<u>Present/Absent</u>	<u>Present</u>	<u>Absent</u>
1 William Aston	P	8	0
2 Bunney Brenneman, Chair	P	7	1
3 Lloyd Evanson	P	2	0
4 Kenneth Gross	P	4	0
5 Steve Halmos	P	3	1
6 Cynthia McDonald	P	6	2
7 John McKaye	A	6	2
8 Christopher Pollock	P	6	2
9 Joseph Scerbo	P	8	0
10 Debora VanValkenburgh	P	4	0
11 Sharon Woods	P	8	0

Airport/City Staff

Clara Bennett, Airport Manager  
Mark J. Cervasio, Assistant Airport Manager  
Alex Erskine, Assistant Airport Manager  
Florence Deardorff, Noise Abatement Officer  
Rufus A. James, Airport Operations Aide  
Fernando Blanco, Acting Airport Engineer  
Leslie Carhart, Administrative Assistant II  
Charles Baker, Airport Operations Aide  
Jason Robinson, Airport Operations Aide  
Stephanie Horchreder, Airport Programs Aide

Visitors

Don Campion, Banyan Air Service  
Clarence Jackson, Congressman Alcee Hastings' Office  
Dave Bardt, Kimley-Horn Associates  
Ed Mitchell, C.B. Richard Ellis  
Todd Yates, the Alter Group  
Fort Lauderdale Commissioner Christine Teel  
Bonnie Schultz, FAA Air Traffic Manager

**FORT LAUDERDALE EXECUTIVE AIRPORT**

6000 N.W. 21ST AVENUE, SUITE 200, FORT LAUDERDALE, FLORIDA 33309  
TELEPHONE (954) 828-4966, FAX (954) 938-4974

[www.fortlauderdale.gov](http://www.fortlauderdale.gov)



The meeting was called to order at 1:30 p.m. by Chair Brenneman and roll was taken.

**1. Approve Minutes of September 2006 Meeting**

**Motion** was made by Mr. Pollock and seconded by Mr. Gross to approve the minutes of the September 2006 meeting. In a voice vote, the motion passed unanimously.

Chair Brenneman informed the Board that Update Item B would be discussed next and would now be a voting item.

**B. Five-Year 2006/07 Capital Improvement Plan**

Mr. Cervasio informed the Board that staff prepared a five-year Capital Improvement Program [CIP]. Their 2006-2007 CIP included allocations for ten Airport projects. Six of these were allocations to standing, reserve project accounts to provide for the ongoing recapitalization and improvement of existing infrastructure, and four were substantially funded by the Florida Department of Transportation (FDOT) and the Federal Aviation Administration (FAA), depending on grant funding availability. Mr. Cervasio described five of those projects:

- Noise Program Enhancements: a multi-year project to complete a study identifying and implementing enhancements to the noise program.
- Blast Berm/Airfield Turf Establishment: blast berm and fencing around the center field run-up area and turf establishment along adjacent to pavement.
- Security Improvements: implementation of security enhancements to be determined by Kimley Horn
- Perimeter Road Resurfacing: ongoing maintenance around the Airport
- Airport Master Plan Update: providing an update to the Airport's 1996 Master Plan.

Mr. Cervasio explained that the total capital improvement funding for 2006-07 was \$2,775,000, of which less than half (\$1,255,500) was funded from the Airport's operating budget surplus and/or the Airport Fund with the remainder coming from FAA and/or FDOT grants, as noted earlier.

**Staff Recommendation:**

Staff recommends inclusion of the Airport Capital Improvement Program (**Exhibit 1**) in the City's 2006-07 CIP.

Mr. Cervasio advised Mr. Aston to consult the summary sheet attached to his memo for a breakdown of the funding. Mr. Aston felt the Board should have a better idea of where money

they were recommending spending was coming from. He also wanted to see the sites of proposed projects.

Mr. Pollock asked to see the scope of the Master Plan; Ms. Bennett said they had not yet developed a scope, but noted it would not differ substantially from previous Master Plan scopes. She explained that it was based on the requirements for meeting projected future demands and identifying funding sources. Ms. Bennett added that they were in the process of creating out a "Pre-Master Plan" to consider more visionary ideas, such as what the Airport *wanted* to look like, not just what it would *need* to look like in the near future. Ms. Bennett confirmed that individual projects would come before the Board in detail for their approval, from the design task order to the bidding and contract awards.

Mr. Cervasio explained to Mr. Scerbo that available grant funding often determined the scope of a project. Presentation of the CIP to the City Commission would allow them to put the funding in place to qualify for the matching funds and initiate the project. The City Commission was aware that the scope and costs could change.

Returning to Mr. Aston's question about where the money was coming from, Ms. Bennett stated that the source of the funding was the Airport Enterprise Fund. They strove for a surplus in their operating budget, and used that surplus to fund these projects. The balance of the Enterprise Fund was set aside for a major emergency for which grant money would not be available.

**Motion** made by Mr. Pollock, seconded by Mr. Scerbo, to approve the staff recommendation. In a voice vote, motion passed unanimously.

## **2. Perimeter Road and Drainage Improvements – Contract Award – Tenex Enterprises, Inc.**

Mr. Blanco reported that this project was part of the Airport's continuing drainage improvement program and called for the pavement demolition and re-grading of several areas within the airfield to improve the drainage conditions and minimize the run-off onto the Airport's perimeter roads.

Mr. Blanco explained that two bids were received, with the low bidder being Tenex Enterprises, at \$288,950. He informed the Board that Tenex had done other work at the Airport, and their last job had been completed on time, within budget and to the Airport's satisfaction.

Mr. Blanco stated that funding for this project was available from the Florida Department of Transportation via a Joint Participation Agreement for reimbursement of approximately 80% of eligible project costs and from the Airport's approved CIP.

**Staff Recommendation:**

Staff recommends award of the contract for the subject project to the low responsive bidder, Tenex Enterprises, Inc., of Coral Springs, FL, in the amount of \$288,950, and that the above contract be recommended to the City Commission, subject to review and approval by the Board and the City Attorney's Office.

Mr. Blanco showed the areas affected by this project in aerial photographs, explaining that pavement would be removed and replaced with sodded swale/dry retention areas. This would minimize runoff onto the perimeter road.

Ms. Woods wondered why only two bids were received and asked if there was a minimum. She also wondered why there was such a difference in these two bids. Mr. Blanco said the market conditions and size of the project would affect the numbers of bids received. He explained that they tried to create accurate estimates before accepting bids. He commented that occasionally a contractor "throws in a high-ball number."

**Motion** was made by Mr. Pollock and seconded by Ms. Woods to approve the staff recommendations. In a voice vote, motion passed unanimously.

**3. Joint Participation Agreement with Florida Department of Transportation for Security Improvements**

Mr. Cervasio reminded the Board that the Airport had recently obtained approximately \$2 million in grant funding from the FAA and FDOT to replace the perimeter fence and install electric vehicle and pedestrian gates. Mr. Cervasio remarked that although this had improved the control of general access to the Airport, staff recognized the need to increase security and surveillance.

Mr. Cervasio stated that the Board had previously approved a task order with Kimley-Horn and Associates, Inc. to perform a security study and evaluate the best current security and surveillance technologies, and recommend improvements for the Airport to implement.

Mr. Cervasio reported that staff had worked with the FDOT, who had initiated a Joint Participation Agreement (JPA) in the amount of \$730,000, 100% of the anticipated project costs.

**Staff Recommendation:**

The staff recommends that the JPA be approved for the City to accept \$730,000 from the FDOT for 100% of the costs to implement upgrades to the security system at the Fort Lauderdale Executive Airport.

Mr. Pollock asked if FDOT was communicating with the Homeland Security Department for security recommendations. Mr. Cervasio said that the TSA had created guidelines for general

aviation airports but had not created any mandatory requirements, and FDOT had considered these.

Mr. Pollock wondered how long the grant money would be available; Mr. Cervasio said the JPAs were generally written for two years.

**Motion** was made by Mr. Scerbo and seconded by Mr. Aston to approve the staff recommendation. In a voice vote, motion passed unanimously.

#### **4. Joint Participation Agreement with Florida Department of Transportation for Airfield Turf Improvements**

Mr. Cervasio reported that the FAA had design standards regarding airports' responsibility to maintain turf that abutted areas of pavement so they could support emergency vehicles and provide adequate drainage for pavement.

Mr. Cervasio stated that during regular inspections, staff has identified areas where turf had deteriorated. He pointed out these areas on an aerial photo. Mr. Cervasio pointed out that the area around the midfield run-up pad was of particular concern and was the first area on which they would concentrate.

Mr. Cervasio said FDOT had offered to assist with these maintenance efforts and had initiated a Joint Participation Agreement for \$140,000 or 80% of the \$175,000 total project costs to re-grade and install sod.

#### **Staff Recommendation:**

The staff recommends that the JPA be approved for the City to accept up to \$140,000 or 80% of the construction costs for Airfield Turf Improvements.

Mr. Aston asked if the Airport had any bird problems that the sod installation might exacerbate. Mr. Cervasio said they had a thriving burrowing owl population that often took advantage of sandy, turf-free spots to nest.

**Motion** was made by Mr. Scerbo and seconded by Ms. VanValkenburgh to approve the staff recommendation. In a voice vote, motion passed unanimously.

#### **5. Joint Participation Agreement with Florida Department of Transportation for Perimeter Road Resurfacing**

Ms. Carhart reported that this project provided for resurfacing of the Airport perimeter road system, and the FDOT Joint Participation agreement would provide \$240,000 of the \$300,000 total project costs [80%]. Ms. Carhart informed the Board that the City maintained a 15-year recapitalization life cycle for roadways and maintained an ongoing contract for this work with Weekly Asphalt. The Airport wanted to adhere to this same 15-year life cycle for its roads. Ms.

Carhart anticipated that by piggybacking on the City's schedule and contract, the maintenance costs would be reduced.

Mr. Halmos wondered why this staff recommendation stated "up to" \$240,000 instead of a static amount, while the other recommendation was a specific amount. Mr. Cervasio explained that FDOT would participate in up to 80% of the project costs. If the costs were more than \$240,000, the Airport would execute a supplemental Joint Participation agreement. If costs were less than this, FDOT would only reimburse the 80% of actual costs.

**Staff Recommendation:**

The staff recommends that the JPA be approved for the City to accept up to \$240,000, or 80% of the construction costs for Perimeter Road Improvements.

**Motion** was made by Ms. VanValkenburgh and seconded by Ms. McDonald to approve the staff recommendation. In a voice vote, motion passed unanimously.

**6. Lease Rates and Real Estate Brokerage Commission**

Ms. Bennett informed the Board that the City Commission reviewed the Airport's lease rates and terms and brokerage commissions. The charter required this to be done every three years, but Airport staff performed a review annually with an appraiser and brought recommended changes to the Board and City Commission as they arose.

Ms. Bennett stated that Slack, Johnston & Magenheimer had completed an analysis and determined that the current \$0.23 to \$0.25 minimum per square foot should be increased to \$0.30 per square foot for aviation properties. They also recommended that the maximum 30-year lease term remain the same; this was a statutory requirement in the state of Florida for aviation property at municipal airports.

Ms. Bennett continued that the appraisers had also considered properties in the industrial park, and she pointed out to the Board the location of one piece of property adjacent to the fire station for which the Airport was currently negotiating with a developer. Ms. Bennett explained that non-aviation properties in their industrial park were limited by the City's resolution to 50-year lease terms. Previous City Attorneys had permitted the Airport to allow option periods to extend the 50-year leases, but the current City Attorney was maintaining that the language did not allow for an option period. Several proposals for the property had been limited by this 50-year term because of the rising costs of the land, financing and construction. Staff therefore recommended that the language be amended to include up to two 10-year option periods.

Ms. Bennett explained that the brokerage commissions were also in the resolution, and were set at 4% of the appraised value of the property. These were paid at the rate of 50% of the monthly rent until paid. If the lease deal fell through and no rent was received, no commission was paid.

**Staff Recommendation:**

Based on current conditions, staff recommends that:

1. The minimum aviation lease rate be set at \$0.30 per square foot with a maximum term of 30 years.
2. The minimum lease rate for non-aviation property remain at 10% of fair market value, with a maximum term of 50 years with up to two ten-year options.
3. The brokerage commission schedule remains unchanged at 4%.

Mr. Aston asked about land banking. Ms. Bennett referred to the CIP item and stated there was \$200,000 set aside in the CIP each year for this. This would allow them to purchase land adjacent to the Airport, should it become available.

Mr. Scerbo asked if there were height restrictions on these properties. Ms. Bennett explained that properties in the industrial park had deed restrictions and protective covenants including setbacks and height restrictions. Ms. Bennett stated that representatives from the developer interested in the property adjacent to the fire station she had indicated earlier were present and could provide the Board with the specifics on that property. Mr. Mitchell from C.B. Richard Ellis informed Mr. Scerbo that the maximum allowed height was four stories but their project was only two stories.

Ms. Bennett confirmed for Mr. Scerbo that the zoning was AIP, which was similar to Light Clean Industrial and most of their properties were developed as office or office service. There were no community facilities or residential developments allowed. In light of the need for affordable housing, Mr. Scerbo wondered why no residential use was permitted. Ms. Bennett said there were FAA guidelines describing where homes should be located relative to airports.

**Motion** was made by Mr. Pollock and seconded by Ms. VanValkenburgh to approve the staff recommendations. In a voice vote, motion passed unanimously.

**7. Florida Power and Light License Agreement**

Mr. Erskine informed the Board that FPL had informed the Airport that they required the execution of either an easement or a license agreement prior to installing any new electric utility facilities on the Airport. The Airport would rather not encumber the property with an easement, so rather chose to enter into a licensing agreement, such as FPL already had with Broward County.

Mr. Erskine drew the Board's attention to the draft agreement and pointed out that it required FPL to maintain overhead and underground lines, restricted the height of the utilities and indemnified the City for any claims. Mr. Erskine explained that this license would remain in

effect as long as FPL provided power to the Airport. There was a termination clause specifying that the City may terminate the agreement under certain conditions.

**Staff Recommendation:**

The staff recommends entering into a license agreement with FPL for the construction, operation and maintenance of overhead and underground electric utility facilities contained within Fort Lauderdale Executive Airport subject to review and approval of the City Attorney.

Mr. Scerbo wondered why they were still allowing overhead lines. Mr. Erskine stated that in certain areas, underground would be required. Mr. Aston felt underground should be required throughout the facility. Mr. Erskine said undergrounding was the only option for most of the Airport-owned and operated facilities, but at some facilities, the cost was borne by the tenant, and the cost to underground was prohibitively expensive. Mr. Scerbo thought that equipment existed that made the costs more affordable and thought this was the only way to go. Ms. Bennett felt this was a case-by-case issue, and wanted the flexibility to work with FPL and each tenant to determine site plans that worked for particular development projects.

Mr. Aston felt that underground should be the preferred installation. Mr. Halmos thought they needed this flexibility and believed that the costs were significantly higher to put the lines underground. Chair Brenneman urged staff to consider underground lines whenever possible. She agreed with Mr. Halmos that initial costs were higher, but noted that maintenance costs were lower. Mr. Pollock noted that the Public Service Commission had recommended a 150 mph wind resistance requirement for new FPL poles. Mr. Pollock remarked that discussions were continuing in Victoria Park for undergrounding existing lines, and the costs were "absolutely huge." He reminded everyone that even if every line in the City were underground, if the transmission lines at the port were above ground and failed, the entire City would lose electricity.

**Motion** was made by Mr. Pollock and seconded by Mr. Aston to approve the staff recommendation. In a voice vote, motion passed 9 – 1 with Mr. Scerbo opposed.

Mr. Scerbo wanted the City Commission to consider requiring underground utilities. He also felt that if undergrounding was not required, tenants would always chose the less expensive option.

**Update Items**

**A. FAA Air Traffic Control Tower Replacement**

Mr. Cervasio listed problems with the existing tower, and reminded the Board that the FAA had completed plans for a replacement tower in the 1990s and FXE had been second on the list, but they had then been bumped to #38 of 43. The FAA had returned over the summer and



reinitiated the effort. In November, Airport staff had visited the Atlantic City, New Jersey FAA Technical Center and participated in the process to select the new tower design. This process had resulted in three designs continuing on to the safety evaluations. The best site was determined to be just south and west of the existing tower, and the new tower would be 102 feet tall.

Ms. Schultz said all the specific equipment data would be provided to another evaluation team by February, and by May they would determine costs. The project would move on for approval from there.

Mr. Aston suggested that the political process was the process that would get the project accomplished. Ms. Bennett reminded Mr. Aston that staff had met with Congress people this past year and had include this in the City's list of requests for federal appropriations. They hoped that the City Commission would endorse and support this recommendation.

Commissioner Teel informed Mr. Aston that in the four years she had served on the City Commission, she had met countless times with politicians, and the City Commission had endorsed and supported any lobbying activities in this regard. Commissioner Teel stated that our new congressman had promised to come to the City to discuss their needs. She wanted Mr. Aston to know how diligently the City had been working on this issue.

Ms. Bennett said they were cautiously optimistic and Ms. Schultz had facilitated a meeting with a member of the steering committee for tower funding this week. Mr. Pollock encouraged Board members to remind their congress people of this issue every time they saw them.

### **C. Noise Compatibility Program**

Ms. Deardorff introduced Stephanie Horchreder, the new programs aide, who had worked on the FXE newsletter.

#### American Association of Airport Executive's Noise Mitigation Symposium

Ms. Deardorff said staff members had attended this symposium in October. One important topic discussed was the planning and creation of land-use control measures to prevent future development of non-compatible land-uses, such as residential, that would be adversely impacted by aviation noise when built too close to airports. Ms. Deardorff noted that this was a concern all over the country

#### Achievements in Community Excellence (ACE) Award

Ms. Deardorff reported that at an open house on November 30, City Commissioner Christine Teel presented Florida Jet Service this year's ACE Award. Ms. Deardorff noted that this company had gone "above and beyond", continually contacting the Noise Abatement Office to obtain their flight performance data and making adjustments. Their Chief Pilot, Sean Sutton,

had contacted QTA Technologies, the company that had installed their hush-kit, and insisted that the pilots be provided with takeoff procedures that would ensure that the aircraft were flown as quietly as possible.

#### Pilot Initiative Program – Jet Pilot Workshop

Ms. Deardorff announced that on Wednesday, December 20, 2006, the Noise Abatement Office would hold a pilot workshop for jet pilots to discuss the Noise Abatement Procedures. The meeting would be held at the Executive Airport Administration Building at 11:00 a.m.

#### Nighttime and I-95 Turn:

Ms. Deardorff informed the Board that for September 2006, there were no operations over 80 dB at night. There were 31 jets that had used the I-95 turn at night, and two of those jets were stage-two aircraft. Only one stage-3 jet had flown straight-out at night, and this was a lifeguard flight.

Ms. Deardorff continued that in October 2006, there were no noise events over 80 dB at night. There were 51 jets that had flown the I-95 turn at night and four of those jets were stage-two aircraft. Only two stage-3 jets flew straight-out at night during October.

Ms. Deardorff pointed out that data had been lost for noise monitor #2 and several entries had been omitted for October 2006. They had been able to approximate the count at monitor #2 for jets over 80 dB.

Ms. Deardorff informed Mr. Aston that there had been an Imperial Point directors meeting held at FXE, and the majority of attendees said they had noted a great improvement in noise.

Mr. Deardorff explained that there were technical and software issues that had caused the problems with monitor #2.

### **D. Development and Construction**

#### Airport Projects in Development

##### **Runway 13-31 Pavement Rehabilitation**

Mr. James reported that during the pre-construction meeting for the Runway 13-31 pavement rehabilitation project, a notice to proceed date was scheduled for January 8, 2007. Mr. James explained that this project consisted of milling two inches of existing pavement surface and replacing it with two inches of asphalt overlay, grooving, pavement marking application and construction of blast pads at the ends of Runway 13-31. Mr. James stated the project would take approximately 18 weeks and brief closures would occur. He agreed to provide the Board with updates on the progress of this project.

### **Banyan Air Service**

Mr. James stated that Banyan Air Service had recently hosted a ribbon cutting ceremony to celebrate the opening of its new facility. The official grand opening ceremony for the new facility was scheduled for January 2007.

### **E. Arrearages**

There were no arrearages to report.

### **F. FLL Update**

Mr. Pollock announced that the FLL Airport Director had left. Mr. Pollock said Friends of the Airport had met with the County Administrator and Bob Bielick, the interim director, and he felt that the process would move along faster now. The Administrator had brought along Dick Browner from the port to assist on larger projects. In the meantime, the Environmental Impact Statement, the Part 150 Study and the Master Plan projects were all continuing.

Mr. Pollock noted that there had been a 5% decrease in passenger enplanement in the past year at FLL, but felt this was due to some airlines' experiencing financial problems and to American Airlines' relocation of several flights to Miami to justify the cost of their terminal there.

### **Other Items of Interest**

Mr. Cervasio mentioned highlights from the newsletter, and announced that Ms. Bennett had received the Home to Airport Partnership Award.

Mr. Campion thanked the Board for supporting improvements at the Airport, and thanked the staff for its forward thinking. He also invited Board members to stop by Banyan's new facility.

Ms. Bennett announced that former Airport Advisory Board Chair Tom Newman had recently died in North Carolina. Mr. Scerbo said a memorial Service was planned at Blessed Sacrament on Oakland Park Boulevard on December 16 at 1:00 p.m.

Chair Brenneman thanked the staff for the holiday gifts. Ms. Bennett indicated that these were a small token of the staff's appreciation for the support and guidance provided by the Board throughout the year. She also wished to thank the entire staff for their hard work in putting together the Board packets and their continuous commitment to excellence.

**Next scheduled meeting date: Thursday, January 25, 2007 – 1:30 PM.**

There being no further business before the Board, the meeting adjourned at 3:24 p.m.

  
Bunney Brenneman, Chairman

**PLEASE NOTE:**

If any persons decide to appeal any decision made with respect to any matter considered at this public meeting or hearing, he/she will need a record of the proceedings and, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.